

CHAPEL HILL MAN ROBBED AT DURHAM

Clarence Clark Clubbed and
Relieved of \$48; Roy Taylor
Held By Police

(Special to The News and Observer).

Durham, April 3.—Roy Taylor, a young white man, was held this morning by the recorder on a charge of highway robbery. Taylor is charged with luring Clarence Clark, of Chapel Hill, off on a side street, and robbing him of \$48 last night.

Clark says that he is a barber and came here to see about going into business. He had about \$50 and met Taylor at a cafe. He paid for Taylor's supper, and had accepted invitation to go and spend the night with him. Taylor took him down on Bigbee avenue, a block from the center of the town, knocked him down with a sand bag or something of the kind, choked him into insensibility and took all of his money.

The robbery happened about midnight, and the man got word to the police about 1:30. He says he did not know anything till about that time, when he regained consciousness and came back up street. He did not know what the man's name was who robbed him, but gave such information that the police suspected Taylor.

Officers were sent to arrest Taylor and when he was brought into the police station, Clark identified him as the man who had robbed him.

Taylor has served a sentence in the penitentiary for robbery, and is a pretty bad character, according to the police.

YOUTHFUL BURGLAR TELLS ON COMPANIONS

Claremont Store Robbers Held for
Court—Davidson Farmers Bring
Greetings to Catawba.

Newton, Apr. 3.—Garland Travis, James Hefner, Russel Lail and Alonzo Ellis, charged with burglarizing the J. H. C. Huitt store at Claremont, about four miles east of here, on the night of December 26th, were in the county court yesterday. Ellis turned State's evidence and told a story that incriminated the other three, and Charles Tarbush as well, but Tarbush is said to be in prison in Georgia. Ellis was held in the sum of \$100 for his appearance at Superior court, and a nol pros taken in his case; and the other three were held in the sum of \$500. It is alleged that they took between \$80 and \$100 worth of merchandise from the store.

Company I, 49th Regiment, Confederate veterans, held their 25th annual reunion yesterday at Catawba, it being the 53rd anniversary of the formation of the company. Of the 142 men who made up the command 53 years ago, only 31 are living and only 10 were present yesterday. There were numerous people at the reunion and a big dinner was served at la Catawba, and the school children sang songs and entertained the old gentlemen.

Yesterday afternoon a party of Davidson county farmers arrived to visit Catawba county stock and dairy farms. They were white silk ribbons printed as follows: "Southmont and Davidson county farmers come with greetings to the citizens of Hickory and Catawba county. For the great good you have done. For the inspiring example you have set for all the people of North Carolina. For the everlasting benefit you have rendered the farmers of the entire South, we thank you."

Raleigh Floundered in Grasp of Its Greatest Blizzard

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using electric power and put out of commission by the storm was the Raleigh Times. Its mechanical and editorial forces moved around to the office of the News and Observer and the Saturday edition of the paper was issued from this office, using the auxiliary plant.

A. P. Bureau Paralyzed.

The local bureau of the Associated Press, Mr. J. H. Jenkins, manager, was paralyzed by the storm as neither telephone nor telegraph wires were in service and the A. P. could serve none of its afternoon clients throughout the State, these being placed in the same boat as the morning patrons of the news gathering service. Mr. Jenkins went to Greensboro where wire service was not as badly crippled as Raleigh's in an effort to get in touch with the headquarters of the big news concern.

Clocks Out of Commission.

Twenty clocks of the Western Union in Raleigh were out of commission yesterday by reason of the lack of telegraphic communication. These clocks are operated by the telegraph company upon standard time.

Rush For Gas.

One of the immediate effects of the storm was the rush for gas connections by many business houses and private owners of homes. Rush orders were placed in one or two instances yesterday and connections were in last night.

Water Famine in Smithfield.

Smithfield, April 3.—The severest snow storm that has ever visited this section at this time of the year, commenced last night at about 9:30 and with six inches on the ground, snow is still falling.

The electric power line from Selma has been dragged down to the ground and power has been cut off since about 11:30 last night.

On account of power having been cut off, Smithfield is today facing a water famine. The pumps are driven by electric power and since this was cut off at 11:30 and since the supply itself has been cut off when it appeared that only 75,000 gallons remained in the tank for fire emergency, nothing remains for relief but the pumps and wells of the town.

All telegraphic or telephonic communication with the rest of the world has been completely cut off. All trains of the Atlantic Coast Line have been late today.

Havoc Wrought in Rocky Mount.

Rocky Mount, April 3.—What appears to be the very heaviest snow storm for this season of the year ever to visit this section of the country is falling here with six inches already on the ground. The snow is being driven with great fury by a thirty-mile gale. This combines with the snow is playing havoc with the electric and telephone and telegraph lines.

Clayton Also Cut Off.

Clayton, April 3.—Clayton today stands cut off practically from all the outside world, so far as the telegraph and telephone service is concerned.

The snow storm which began to about 7:45 last night, and lasted all night, and up to the hour of 2:30 p. m. today, continues to fall, and under all probabilities and looks of the weather will continue through the day.

On an average the snow is 8 to 12 inches, and but for the heavy showers of rain yesterday, which thoroughly moistened the earth, no doubt the depth of the snow would have exceeded its present depth by far.

The local telephone system seems to be a total wreck until new poles and wires can be set, and repaired, and there is no estimate to be made at this hour just what the amount of damage to the telephone system is.

From observation right around Clayton, the Western Union lines are a total wreck, poles and wire blown down broadcast, and from reports from trainmen on the morning west bound Southern train, it is estimated that from half to two-thirds of the Western Union Telegraph Company's poles and wire lay broadcast on the ground, from Goldsboro to Clayton, and on west of Clayton, and no doubt telegraphic service is a thing of the past, for the next three to five days, from or to Clayton.

The electric light system went down last night at 11:00 p. m. and is still out of commission, and it is learned that the Carolina Light and Power Company's main line from which the Clayton plant is furnished its current, is torn down in many places both east and west, and the town will be in darkness again tonight.

Henderson Cut Off.

Travelers arriving in Raleigh last night from points to the north states that in Henderson about half of the telephone lines are out of commission and the town is operating the old power plant for light. All telephone and telegraph wires out of Henderson are out of commission, and poles are stretched across the streets.

Yesterday it appeared that the snow had fallen about ten or twelve inches, having begun about eight o'clock Friday night and having continued until five o'clock Saturday afternoon.

Even the night trains arrived in Henderson only at about 5:30 yesterday evening. They had supper in that place after having had dinner in Raleigh.

Poles Down in Hillsboro.

Hillsboro, April 3.—With every telephone and telegraph pole lying across the streets and every wire down, Hillsboro, awoke this morning The heavy snow fall which had begun at eight o'clock Friday night had not slackened. Old people here declare that nothing like this has occurred in their memory.

Three Killed in Richmond.

That a trolley wire broke on Broad street in Richmond, instantly killing three men and two fire horses was the news brought to the city last night by Mr. W. R. Combs, traveling representative of the Southern Railway. Mr. Combs came in from Richmond yesterday and says that Richmond is every bit in as bad shape as Raleigh.

Heavy snowfall broken telephone poles and dangling wires tell the tale for that city. At all points between Raleigh and Richmond the story is the same.

Road Improvement One of The Big Industries of The State

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wagons, some of them wonderful patterns and in amazing condition, and some as new as a morning sun, but all of them with the wheels going round and showing us what the automobile is doing for civilization.

Yesterday on the train going to Raleigh was a man from Central New York who was traveling from Florida back to his home asking questions about the roads through here. He had gone down by Fayetteville, and was stopping at many of the towns, looking up the route. He wanted to make the trip with his car last fall, but was afraid to venture out without more information. Next fall he will come down this way, coming through Henderson, Raleigh or Durham, Moncure if the road is built, Sanford, Southern Pines or Pinchurst, stopping where he finds hotels, and he is just one of a type. The man of the North who owns a car and wants to get South for the winter would rather come in his car and have it with him to run around in than to travel on trains, and as soon as the North realizes that the trip to the South can be made in automobiles this road past Moncure will be as busy as the roads of Europe, for the North is full of people who want to take journeys out into the unknown region on their own wheels.

More and More Improvement Certain.

I don't know what the vote will be on the bonds next week in the townships but I know this, that whether roads are to be improved from bonds voted this year or some other year they will be improved before many years. Road improvement is one of the most active industries this year in North Carolina, and the money spent by this time next year will be millions. Every township that gets good roads at once becomes clamorous for good roads in the next township, and that will wear Chatham into good roads if nothing else does. The township that begins the work begins to advance, and that advance arouses a desire to share in the benefits. Chatham county is a county right in resources. When it is opened

to the travel of the world as well as to its own local uses the county will be a wholly different bit of country. The first thing that happens will be the increased values of property. While this in itself is not of any benefit the increase will come because the property is made more accessible, and that is a benefit. With the accessibility will come more settlers, for they will find that Chatham county is one of the desirable counties of the state. From that will come development, and that will be worth while. From this for a beginning Chatham will grow and increase in population and production because it has the ability to take care of a greatly increased number of people and to greatly increase its productions of every character.

Big Gain to Chatham.

Chatham county is going to profit by good roads more than it is aware of now. To start with Chatham is one of the interesting counties of the State in its scenery and its traditions. If Chatham county was in Europe a good road would enter the county from Chapel Hill and follow down the ridge to the Haw river at Bynum, and from there on down to the big dam at Buckhorn Falls, where a comfortable road house would take care of tourists. A road from Bynum, where another comfortable road house would be built, would be extended up the river to Burlington, at the junction of the road from Durham to Greensboro. At Moncure, where another more pretentious road house would be found, another road would start out up the Deep river valley with road houses at various points until about the Prosperity bridge one branch would go west and one would turn south to get into the Moore county winter resort country.

These rivers of Chatham county are picturesque and interesting. They are worth opening to the traveler. Pittsboro is a quaint and interesting old community that would attract the passing stranger. The early history of the Chatham county section is fascinating from the day its story commenced, and the ruins of the old iron furnaces and mines along the Deep river tell a romance that always holds an audience. Some of these days roads will be open through all of the interesting sections of Chatham, and they will be traveled by a complex patronage. Then Chatham will expand its agricultural industries, for it will be able to get its products to market with greater ease. Indeed much of its stuff will be marketed at the hotels along the lines of travel that are frequented by strangers from other states. Chatham boys will be staying closer to the farms instead of going out to the cities of the neighborhood counties, for a farm is more attractive to a boy if he has town conveniences on the farm, a telephone, a car, a good road, those distance annihilators that put the farm in close reach of all the neighbors.

Spoon Wants Activity.

Mr. Spoon is particularly interested in this section of the State, as Alamance, an adjoining county, is his home originally. He therefore looks over the projects of the national roads that are planned for Chatham more as the improvement of the old homestead than as a bit of work to be undertaken on the general principle of public welfare, and he will not be happy until something is doing. On his way up in this section he had a conference with the people of Lee county and they are delighted to hear of the plans that promise two trunk lines to the north and east and innumerable connections to the south and west. One of the most vigorous missionaries for good roads in Chatham this spring is Lee county, which realizes that the farther the good road system extends in all directions the more useful the roads that are now building in Lee.

There is not a county in North Carolina that you would expect to profit more from good roads than Chatham. It is a county that has more possible markets in easy reach than any other, for on the east it has the growing city of Raleigh, on the north the equally enthusiastic city of Durham, with its large factory population, on the northwest the progressive factory and commercial city of Greensboro, and just across the line on the south Sanford is pushing ahead with the promise of being of consequence before long. To all these towns Chatham can carry her produce on wagon roads if the roads are good ones, and these towns are all towns that are as certain to grow as the human race is certain to progress. Chatham farmers in their automobiles will soon be extremely familiar figures in every one of these places, for that is the way all farmers are going to market before long, except when they carry the bulky stuff. Butter, eggs, poultry, milk, pork, anything that does not weigh over four or five hundred pounds, will go to market in a few minutes or an hour from farms five to twenty-five miles away, and do up the job so quickly on a good road in an automobile that we will wonder how we ever got along with horses.

Mr. Spoon is not coming up to Chatham county just to get a ride in his car over the rough roads that he encounters. He is here to revolutionize things, and it is just as well to take a look at the situation as it is now so that when the new conditions come the picture of the before taking can be remembered to contrast with the after taking. For Chatham has come to the new road, and from now on will go forward.

SEA WANDERER ENDS 33,740-MILE JOURNEY.

Nathan Cohen, Repeatedly Deported,
Finally Finds Haven.

New York Times.

Nathan Cohen, once a resident of Brazil, and then of the United States, who finally became a man without a country and spent more than a year shuttling between Brazilian and United States ports, none of which would receive him, ended his strange career yesterday as a sea rover. Cohen landed from the Lamport and Holt liner Vasari fifteen minutes before the vessel was scheduled to sail for Valparaiso.

The continuous journey which he ended yesterday included in all 33,740 miles. Half an hour before the Vasari was scheduled to sail Cohen, who was alleged to be demented, expected to go with her to add another leg of 7,000 miles to his sea-going search for a homeland, as the immigration authorities would not permit him to remain here. But a telephone message from Washington brought a change in the situation. It instructed the immigration officials to take Cohen ashore. It is understood that matters have been so arranged that there will be no further deportation, and that Cohen will be released on Monday on a bond to be signed by the Hebrew Sheltering and Guardian Society, guaranteeing that the wanderer will not become a public charge.

Cohen's case became one of the strangest in the records of deported immigrants. After arriving here in 1912 he turned up a year ago in a Virginia hospital suffering from what appeared to be insanity. As he had been here less than three years, he was ordered deported to Brazil; but the Brazilian authorities said he really was a Russian subject. The Russian consul here said he could not certify Cohen was a Russian subject without proof. Cohen himself lapsed into silence and would tell nothing about himself. So his career as a sea rover started. He arrived here again ten days ago, much improved by his year at sea.

Cohen this time was in a mood for conversation. To agents of the Hebrew Sheltering and Guardian Society he said that he was a member of the Knights of Pythias lodge at Jacksonville, Fla. William Grossman, Supreme Commander of the Knights of Pythias, made an investigation and verified Cohen's statement.

Armed with a big bundle of documents, Samuel Ertman, a representative of ex-Judge Leon Sanders, who became interested in the case, went to Washington Friday night. He obtained a hearing before John B. Densmore, the acting Secretary of Labor, the result of which was that a telephone message was sent here just in time to save Cohen, from another round trip to Brazil.

The smallest penknife in the world is the handwork of Dr. John B. Temple of Marshallton, Pa. The handle, made of gold, is three-sixteenths of an inch in length, and the blade is two-sixteenths of an inch long. Its weight is somewhat less than one-half grain.

In a new oven for household use the baking compartments are on top of the fire box and are surrounded by flues through which heat passes.